

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4907

號四廿月六年一十三緒光

WEDNESDAY, JULY 26 1905.

三拜禮

號六廿月七年七英港香

330 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$8,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq.,
E. GOETS, Esq.,
G. H. MEDHURST, Esq.,
A. J. RAYMOND, Esq.,
F. SALINGER, Esq.,
H. SCHUBART, Esq.,
F. SELLIM, Esq.,
Hon. R. SHEWAN,
N. A. SIEBS, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.
CAPITAL AND SURPLUS
AUTHORIZED.....\$10,000,000
CAPITAL PAID UP.....\$3,250,000
RESERVE FUND.....\$3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD
BRITISH LINEN COMPANY, BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business; receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 26th May, 1905. [21]

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Matsuyama, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipei, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinokura, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otunji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkibara and other Coals.

S. MINAMI, Manager, Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 10 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 10 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 10 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

8.30 p.m. to 9.00 p.m. ... Every 10 minutes.

9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

9.30 p.m. to 10.00 p.m. ... Every 10 minutes.

10.00 p.m. to 10.30 p.m. ... Every 15 minutes.

10.30 p.m. to 11.00 p.m. ... Every 10 minutes.

11.00 p.m. to 11.30 p.m. ... Every 15 minutes.

11.30 p.m. to 12.00 a.m. ... Every 10 minutes.

12.00 a.m. to 12.30 a.m. ... Every 15 minutes.

12.30 a.m. to 1.00 a.m. ... Every 10 minutes.

1.00 a.m. to 1.30 a.m. ... Every 15 minutes.

1.30 a.m. to 2.00 a.m. ... Every 10 minutes.

2.00 a.m. to 2.30 a.m. ... Every 15 minutes.

2.30 a.m. to 3.00 a.m. ... Every 10 minutes.

3.00 a.m. to 3.30 a.m. ... Every 15 minutes.

3.30 a.m. to 4.00 a.m. ... Every 10 minutes.

4.00 a.m. to 4.30 a.m. ... Every 15 minutes.

4.30 a.m. to 5.00 a.m. ... Every 10 minutes.

5.00 a.m. to 5.30 a.m. ... Every 15 minutes.

5.30 a.m. to 6.00 a.m. ... Every 10 minutes.

6.00 a.m. to 6.30 a.m. ... Every 15 minutes.

6.30 a.m. to 7.00 a.m. ... Every 10 minutes.

7.00 a.m. to 7.30 a.m. ... Every 15 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 10 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 10 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 10 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

8.30 p.m. to 9.00 p.m. ... Every 10 minutes.

9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

9.30 p.m. to 10.00 p.m. ... Every 10 minutes.

10.00 p.m. to 10.30 p.m. ... Every 15 minutes.

10.30 p.m. to 11.00 p.m. ... Every 10 minutes.

11.00 p.m. to 11.30 p.m. ... Every 15 minutes.

11.30 p.m. to 12.00 a.m. ... Every 10 minutes.

12.00 a.m. to 12.30 a.m. ... Every 15 minutes.

12.30 a.m. to 1.00 a.m. ... Every 10 minutes.

1.00 a.m. to 1.30 a.m. ... Every 15 minutes.

1.30 a.m. to 2.00 a.m. ... Every 10 minutes.

2.00 a.m. to 2.30 a.m. ... Every 15 minutes.

2.30 a.m. to 3.00 a.m. ... Every 10 minutes.

3.00 a.m. to 3.30 a.m. ... Every 15 minutes.

3.30 a.m. to 4.00 a.m. ... Every 10 minutes.

4.00 a.m. to 4.30 a.m. ... Every 15 minutes.

4.30 a.m. to 5.00 a.m. ... Every 10 minutes.

5.00 a.m. to 5.30 a.m. ... Every 15 minutes.

5.30 a.m. to 6.00 a.m. ... Every 10 minutes.

6.00 a.m. to 6.30 a.m. ... Every 15 minutes.

6.30 a.m. to 7.00 a.m. ... Every 10 minutes.

7.00 a.m. to 7.30 a.m. ... Every 15 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 10 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 10 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 10 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

8.30 p.m. to 9.00 p.m. ... Every 10 minutes.

9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

9.30 p.m. to 10.00 p.m. ... Every 10 minutes.

10.00 p.m. to 10.30 p.m. ... Every 15 minutes.

10.30 p.m. to 11.00 p.m. ... Every 10 minutes.

11.00 p.m. to 11.30 p.m. ... Every 15 minutes.

11.30 p.m. to 12.00 a.m. ... Every 10 minutes.

12.00 a.m. to 12.30 a.m. ... Every 15 minutes.

12.30 a.m. to 1.00 a.m. ... Every 10 minutes.

1.00 a.m. to 1.30 a.m. ... Every 15 minutes.

1.30 a.m. to 2.00 a.m. ... Every 10 minutes.

2.00 a.m. to 2.30 a.m. ... Every 15 minutes.

2.30 a.m. to 3.00 a.m. ... Every 10 minutes.

3.00 a.m. to 3.30 a.m. ... Every 15 minutes.

3.30 a.m. to 4.00 a.m. ... Every 10 minutes.

4.00 a.m. to 4.30 a.m. ... Every 15 minutes.

4.30 a.m. to 5.00 a.m. ... Every 10 minutes.

5.00 a.m. to 5.30 a.m. ... Every 15 minutes.

5.30 a.m. to 6.00 a.m. ... Every 10 minutes.

6.00 a.m. to 6.30 a.m. ... Every 15 minutes.

6.30 a.m. to 7.00 a.m. ... Every 10 minutes.

7.00 a.m. to 7.30 a.m. ... Every 15 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 10 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 10 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 10 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

8.30 p.m. to 9.00 p.m. ... Every 10 minutes.

9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

9.30 p.m. to 10.00 p.m. ... Every 10 minutes.

10.00 p.m. to 10.30 p.m. ... Every 15 minutes.

10.30 p.m. to 11.

Mails.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 90.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' survivors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 631
Telegrams, "Dook, Yokohama," Codes A, B, C. 4th and 5th Ed.
Liebers, Scoott A. 1, and Watkins.

Yokohama, May 23rd, 1905. [76]

THE ORIENTAL CONSTRUCTION COMPANY
CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,

HONGKONG, SHANGHAI AND MANILA.
SPECIALISTS

IN
RAILWAYS, MINES, WATER SUPPLIES,
REINFORCED CONCRETE, CONCRETE PILES

**ALEXANDRA BUILDINGS,
HONGKONG.**

Hongkong, 12th July, 1905. [108]

"MINIMAX"
HAND
FIRE EXTINGUISHER

FIRE EXTINGUISHER.
MINIMAX SYNDICATE, LIMITED,
LONDON NEW YORK BERLIN HAMBURG PARIS VIENNA MILAN COPENHAGEN

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN,
ANTWERP, &c.
F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Is Self-acting,
Destroys all smoke.

"MINIMAX" Always ready for immediate use.
Requires only one hand to hold.

Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Hongkong, 10th M y, 1905. Weight only 1 lb, when full. Simplicity and effect.



EYES RIGHT!

EYES RIGHT!

W. 28,

N. LAZARUS. OPHTHALMIC OPTICIAN.

10, D'AGUILAR STREET, HONGKONG;
(One Minute's Walk from the Post Office).

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C, 59, Bentinck Street. 566, Nanking Road
Hongkong, 24th March, 1904. [40]

COLD STORAGE.
THE HONGKONG ICE COMPANY,

LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver

perishable goods, Wm. PARLANE,
Manager: 1675
Hongkong, 22nd June, 1906.

MEE CHEUNG.
PHOTOGRAPHER

TOP FLOOR OF ICE HOUSE
1211 W. Bond

IS now in a position, in his New and Magnificent Premises, to eclipse, and to surpass, in the Colony, **ALL PHOTOGRAPHIC ART PRACTICES.**

29, Des Voeux Road, Central, Hongkong.
Agents wanted in every port.
For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November 1904. (56) Hongkong, 24th November, 1904.

THE HONGKONG CAFE WEISMANN,

STUDIO,
HIGHER CLASS PHOTOGRAPHER,

THE Public are invited to pay a visit
our new
TIEFEN ROOMS

41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

Y. **PORTRAITS, GROUPS and ENLAR.**
GING and COPYING in all Sizes.
 LARGE SELECTION OF VIEWS ALWAYS
 A VERITABLE FAIRY LAND,
REAL GERMAN FASS BEER ON
DRAUGHT

ON HAND.
PRICE VERY MODERATE.

[66] Hongkong, 15th September, 1993. [59] Hongkong, 22nd April, 1993.

1. *Journal of the American Medical Association*, 1997; 277: 1039-1043.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

\$16.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

DEATH.

On the 20th July, at Shanghai, the beloved wife of E. TITUS, of Shanghai, aged 20. R. I. P.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 26, 1905.

LOCAL AND GENERAL.

ANOTHER shock of earthquake was felt at Macao yesterday afternoon, between 4 and 5 o'clock, much to the discomfort of the residents there.

BANISHED only on the 25th of May last for a period of five years, Li Yau, alias Li Fuk, ventured to return to this Colony, but it was a fatal step, for no sooner was he observed landing than he was recognized by a vigilant minion of the law, and was once again before the Court, when Mr. G. N. Orme this morning sentenced him to 12 months' hard labour, six hours' exposure in the stocks, and to be banished again on the expiration of his sentence.

CHAU KWAI YAI, shoofat No. 1, Shelley Street, thought he would get a cheap ride in the tram-car, by evading payment of the legal fare. He boarded a car in Des Vieux Road and purchased a ticket to Kennedy Town, but when he arrived at Kennedy Town he remained in the car for the return journey. When asked for the money for his ticket he showed an old used one. That ride was about the most expensive he, probably, ever had or ever will take in this Colony for when he faced Mr. F. A. Hazeland this morning on the charge of evading payment of his legal fare, his Worship said "\$15 or one month."

A RUFLIANLY looking youth of the genus "loafer" was found loitering about the outside of No. 4 Water Street, West Point, in the early hours of this morning, by an alert *lukong* who immediately started to investigate the reason for the loafer's presence in the streets at that hour of the day. The reason was not far to seek, for in his hand he grasped a "thieving stick," that is a bamboo with two iron prongs fitted to the end, which is used for the purpose of committing thefts through the windows of houses, the prongs being bent to an angle of 45 degrees. The delinquent was placed before Mr. F. A. Hazeland this morning, and looked astounded at learning that he was to go to imprisonment with hard labour for three months, to sit for six hours in the stocks outside No. 4 Water Street, and at the end of the three months to be banished.

ANOTHER very successful evening fell to Sandow's share yesterday, a very large audience turning up to witness the wrestling competitions which were an immense success, and brought out some remarkable local talent from the military, three men, all from the Royal Engineers, carrying off the gold, silver and bronze medals respectively, in the huge delight of their comrades, of whom there were vast numbers present. To-night is Viceroy's night, His Excellency the Governor, Sir Matthew Nathan, having signified his intention of being present, and as it is also the last night of the Sandow season, some special features will be added to to-night's programme. There will be further wrestling competitions to-night in which last night's winners will again take part, and Mr. J. A. S. Alves, the well-known athlete, will try conclusions for the "Sandow Gold Medal," which should be a very interesting item.

In the Summary Court this afternoon, before his Honour Mr. A. G. Wise, Puisne Judge, Mrs. Caroline Schmidt, carrying on business as a gunsmith at Nos. 5 and 6, Beaconsfield Arcade, sued a gentleman for the sum of \$82 for goods sold and delivered to him. Defendant admitted the purchase and receipt of the goods, but said he had paid the money in full. Plaintiff denied that the money was paid. Defendant said he gave the money to a friend of his, to pay it to Mrs. Schmidt, and got a receipt for the money from him. His Honour: Where is that receipt? Defendant: It is so long ago, I have lost it. His Honour said it was clear the money was due to plaintiff and it was equally clear that defendant had not paid her. There must be a decree for plaintiff with costs. Mr. Master, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff.

CHINESE COMMERCIAL REPRESENTATIVE.

LETED IN HONGKONG.

To-night, at the Connaught Hotel, a big Chinese dinner party will be given in honour of Mr. Wong I Tong, the Chinese Commercial representative, who has just arrived here from Peking to look into local commercial conditions in this Colony, before proceeding into the interior of China and investigating matters pertaining to the commerce of the provinces. The hotel has been gaily decorated, under the superintendence of the manager, Mr. F. Bishop, with festoons of evergreens and flowers, and the "flags of all nations." The hotel having so recently been re-painted and refurbished affords an excellent place for these functions, while the manager is ever indefatigable in looking after the welfare and catering to the comfort of his guests. Covers have been laid for 84 diners in all, and the private dining-room has been turned into a perfect parlour for the occasion, while a band stationed in the south verandah will add the charm of music to the proceedings.

WATER POLO.

SHIELD COMPETITION.

The fixtures for the Water Polo Shield competition are: Friday, 28th July, V.R.C. (B. team) v. Royal Hongkong Yacht Club. Monday, 31st July, V.R.C. (C. team) v. B. Co. R. C. A. The other teams, V.R.C. (A. team) and 83rd Co. R. G. A., have not yet fixed a date for playing.

JUNK BAY.

HAD WEATHER ANCHORAGE.

With reference to the shipmaster's petition regarding Junk Bay being used as an anchorage, the following correspondence has taken place:—

Chamber of Commerce,
10th July, 1905.

Sir,—As a result of the prosecution of Capt. Olsen of the Norwegian steamer *Oscar II.*, for anchoring in Junk Bay, my Committee have received letters from several masters of steamers trading in and out of Hongkong, pointing out the great hardships that will ensue if Junk Bay be closed as a temporary anchorage. I beg to enclose copies of these letters. It has been pointed out that Junk Bay has been used for a great number of years as a safe anchorage for vessels making the port of Hongkong and arriving after dark. If vessels have to remain at sea all night, standing off and on rather than accept the hazard attendant upon entering the port after dark, or during bad weather the risk incurred is increased very considerably, as the dangers of a voyage are generally greatest when a vessel is in the vicinity of land. The extra consumption of coal would be considerable whilst a steamer was cruising about outside and most of it would be saved if the steamer were lying at anchor with banked fires. In foggy and bad weather it would be a great hardship if vessels were compelled to remain at sea outside because Junk Bay was closed as an anchorage and refuge.

My Committee would most respectfully urge the Government to consider whether it would not be possible to adopt such measures as would allow the prohibition to vessels to anchor in Junk Bay to be removed.—I have, etc.,
J. E. BINGHAM,
Secretary.

Hon. F. H. May, C.M.G.,
Colonial Secretary.

The *Government Gazette* of the 21st instant contains a notification that Junk Bay has been added to the list of authorised anchorages.

Colonial Secretary's Office,
18th July, 1905.

Sir,—I am directed to acknowledge the receipt of your letter with enclosures of the 10th inst. on the subject of vessels anchoring in Junk Bay, and to inform you that this Government has for some time past had under consideration the desirability of declaring this Bay a Port of the Colony.

Arrangements have now been made for the adequate supervision of these waters, and a notification declaring Junk Bay to be a port under the provisions of Section 21 of the Merchant Shipping Consolidation Ordinance, 1899, will be published in the next issue of the *Government Gazette*.—I have, etc.,
F. H. MAY,
Secretary, Chamber of Commerce.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." DEAR SIR,—Cannot anything be done to stop the intolerable nuisance of the "enthusiasts" who choose the busiest part of the morning to give us a display of his ability to blow for all he his worth at the bugle, to the great annoyance of everybody in the neighbourhood of Ice House Street?

I would recommend him to go to the Happy Valley for his daily practice, but even there he might disturb the peaceful slumbers of those sleeping their last sleep!

Enclosing my card,—I remain, etc.,

STOP IT!

Hongkong, July 26th, 1905.

FEROCIOUS DOGS.

A PUBLIC MENACE.

ORDERED TO BE DESTROYED.

This morning before Mr. F. A. Hazeland, a resident of Kowloon was summoned for allowing vicious and ferocious dogs to be at large, to the public danger. Li Yeng, a painter, said that on the 25th inst., at four o'clock in the evening, he was carrying some things along Robinson Road. As he passed defendant's door, the dog rushed out barking, and then ran at complainant and bit him in the thigh. Complainant did not touch the dog or do anything to it. He went to hospital, and was detained one day for treatment. The wound was painful till yesterday, but better to-day. Kwong Nan, another painter, corroborated last witness, and added that the dog came out of No. 33 Mosque Junction and bit the complainant. That was the residence of the defendant, and he knew that the dog belonged to defendant. He went with the constable and pointed out the dog at the defendant's house.

Lance Sergeant Willis corroborated the last witness as to his pointing out the dog at defendant's house, and said he had the dog removed to the station to be placed under Veterinary Surgeon's observation. Lung Hoi, a house boy, said that on the 15th inst. he was bitten by a dog which came out of No. 33 Mosque Junction. The dog was a black dog. Witness was walking along Robinson Road at the time, and did not in any way molest the dog.

Evidence was given that the dogs belonged to defendant in whose names the licences were taken out. The police had received several letters from residents in the locality complaining of the danger and menace these dogs were to the public, and requesting that they be destroyed, or taken away.

Defendant said he was not at home when the alleged bitings took place, and the dogs were not ferocious.

His Worship: Will you allow the police to take away the dogs and destroy them? Defendant. Alright. His Worship said he was satisfied that the dogs were a danger and a menace to the public at large, and instructed Inspector Courtney, who was in charge of the case, to see that the dogs were destroyed, and report the fact to His Worship. Meantime he would consider his decision, and adjourned the case for one week.

THE TART PARTY.

DUE HONGKONG 13TH AUGUST.

The P. M. S. S. Co.'s s.s. *Manchuria*, with the Congressional Party including Secretary of War Taft, and Miss Alice Roosevelt, on board, will leave Yokohama to-morrow, the 27th, and is due in Hongkong on or about the 13th August.

THE OSAKA STABBING CASE.

REASONS OF THE COURT.

Considerable attention was aroused some weeks ago, says the *Japan Chronicle*, by the sentence passed upon a convict named Kato Chojiro, who stabbed Mr. Ruegenberg, the assistant engineer of the Osaka Gas Company, the knife narrowly escaping a vital part. For this crime the convict was sentenced to imprisonment for a term of fifteen days with labour. The sentence appeared lenient when contrasted with the offence, and seems to have encouraged the coolies to continue their menaces against Mr. Ruegenberg, who, after receiving many threats, was compelled to leave the country, and has now returned to America. In view of this latter circumstance we have applied for and obtained a copy of the judicial decision given, with a view of learning the reasons advanced for the leniency shown towards Mr. Ruegenberg's assailant.

We find that the judgement, after briefly summing up the facts of the case quoted in the decision of the preliminary examination, points out that in the proceedings of the public trial the prisoner admitted that he had injured Mr. Ruegenberg, but pleaded that he had no intention of committing the crime and that the act had been done in a fit of temporary insanity into which he was driven by extreme anger at the sight of his benefactor, one Morita Hiroji, lying prostrate and unconscious. [This was the man whom Mr. Ruegenberg knocked down when he was set upon by the coolies.] The prisoner, however, made a statement in the first preliminary examination to the effect that he was exceedingly angry to hear that his benefactor had been rendered unconscious and drew a knife he always carried with him and cut at Ruegenberg, but that he had no intention of committing murder. From this statement, says the judgement, it is evident that the prisoner attacked Ruegenberg with the intention of assaulting him, in order to avenge the rough treatment received by his benefactor. The facts of the case mentioned are sufficiently established from further evidence,—namely, the statement of Yukota Chukichi in the preliminary examination that he was surprised to see Morita knocked down and attempted to stop Ruegenberg, who was about to beat Morita again, when Kato (the prisoner) rushed up and stabbed Ruegenberg in the back; the statement of Ruegenberg that he was surrounded and beaten by a large number of workmen, and seizing a piece of wood (*maruti*) lying near was defending himself against his assailants when he was stabbed by a man unknown in the back, and that he has recovered from his wound and enabled to attend his office from May 8th, but the wound was not yet entirely healed; the medical report of Dr. Otani regarding the injury of Ruegenberg, in which the doctor declared that the wound made it necessary for Ruegenberg to give up his work for a fortnight; and, finally, the blood-stained knife, which was seized.

In considering the law, the Court finds that the action of the prisoner comes under Clause 2 of Article 301 of the Criminal Code, but as extenuating circumstances exist in the case in favour of the prisoner (the Court does not distinctly mention what these are), the penalty prescribed in the Article in question will be commuted by two degrees, in accordance with Articles 89 and 90 of the Criminal Code. The Court therefore orders that the accused be imprisoned for fifteen days with hard labour.

We may add that Article 301 provides that a person who shall have assaulted and injured another, causing him to be sick or incapacitated for work for over 20 days, is liable to imprisonment from one to three years. In case the duration of sickness or incapacity for work is less than 20 days, imprisonment ranges from one month to one year.

The judgement is signed by Judges Makino Joichi, presiding, and Judges Oka Hachi and Sekiguchi Eikichi.

In a subsequent issue, the same journal remarked: Recently, in referring to the case of Mr. Ruegenberg at Osaka, who was stabbed in the back by a coolie and subsequently left the country, we mentioned that after a slight punishment had been imposed upon the miscreant and Mr. Ruegenberg had recovered from the injury, the feeling against him on the part of the gang of coolies concerned was more virulent than before. Our information was that it was plainly indicated that Mr. Ruegenberg's life was in danger if he continued to remain in the service of the Osaka Gas Company, and "the efforts made to appease the coolies altogether failed, even monetary compensation for the imprisonment suffered being rejected as a consolation while Mr. Ruegenberg remained alive." With reference to the latter statement, Mr. Carroll Miller, Vice-President of the Company, has not offered these people any bribe whatever, nor has the Company ever thought of dealing with them in any way outside of the law. We are sorry if our remarks gave a wrong impression, and gladly make the correction, though we think a close perusal of the article in question will show that a "correction" is hardly necessary, as we did not suggest that the Gas Company had attempted to deal with the coolies independently after the law had taken its course. We learn, further, that Mr. Ruegenberg would have remained in Osaka regardless of the apparent personal danger, but, on account of the antagonism aroused against him, he concluded that he could not accomplish his work properly against such odds; hence his departure for America, where he will occupy a position with one of the companies managed by the same parties that are interested in the Osaka Gas Company.

SAGHALIEN'S FUTURE.

It is generally believed that the Japanese will meet with little opposition in taking complete possession of Saghalien. The large force that has been landed on the island probably far exceeds the strength of the Russian garrison, and at the present moment the latter will have to exert itself to the utmost to keep in check the thousands of desperate convicts and ex-convicts doomed to stay on the island, to whom the knowledge of the Japanese invasion will open a way for freedom—an opportunity that will readily be taken advantage of by men whose position could not under any circumstances be much worse than it is at present.

The future of the Japanese in their new territory appears to be of the most promising character. Awaiting development is an island nearly six hundred miles long whose resources have been entirely neglected by the Russians, during fifty years of occupation; and yet during this time the Russian Government has been spending annually several millions of roubles for the support of an unprofitable convict system, involving the employment of hundreds of officials who apparently in the course of years descend to the moral level of those it is their duty to control. The history of Saghalien under the Russian occupation is a depressing one of profligate enterprise. A description of the beauties of the country and the life led by its miserable inhabitants is a contrast that cannot readily be forgotten. A good deal that is fanciful may have been written in the past about the Russian penal-system, with the result that most men have grown up filled with prejudices regarding the life of the convict in Russia, in Siberia, and Saghalien, but after all the early misconceptions do not give place to anything much brighter with the knowledge of the island acquired in later years. The vast solitudes in northern Siberia used as convict settlements, where life under the most considerate rule must be a perpetual punishment, still remain to convince us of the awful fate of the political offender, most frequently a man of refinement; the island of Saghalien we still know as the home of the murderer, and all desperate characters. Russia began in the fifties to transport her criminal classes to this island, and the subsequent history is one befitting the character of the inhabitants. As the convict settlements grew the natives of the island and other Asiatic dwellers, such as the Tinos, Orochons, Gilyaks, and Burials, withdrew gradually to the north and east, this movement being influenced not by the mere fact of the convict settlement, in the vicinity, but by the constant escape of prisoners, who, armed and absolutely lawless, roamed the woods and became a terror to natives and officials alike. The records of the island give frequent examples of these escapes and of organised bands of outlaws who long defied the Russian soldiery.

At the present time the convict population of the island is made up of nearly 6,000 hard-labour convicts, 10,000 released convicts and exiles, and 10,000 exiled peasants. These exiles having served their time as convicts are allowed to settle in the island as peasants and farmers, but must not leave it. In addition there are some 2,000 wives who have joined their exiled husbands with their children, numbering 10,000 in all. This is a pitiable page in Saghalien's history. It was the policy of the Russian Government to settle the island with Russians, and to accomplish this exile-settlers were allowed to be joined by their kith and kin from home. The most interesting feature of Russia's occupation, apart from her convict system, is the work that has been done in making the island habitable. This consists of the most primitive sort of road-making, and the poor farming undertakings of the exile-settlers. In order to facilitate transport in the island two "roads" have been constructed; for the greater part nothing more than clearings through dense forest. The chief of these, which was finished in 1898, goes north from Korakovek nearly the whole length of the island and was made by convict labour. It is merely a rough cutting that is barely usable in the summer, but in the long winter season is an invaluable sledge road. Along the whole way is the telegraph, by the guidance of which the traveller, necessarily an adventurous person, armed and prepared for any surprise from the adjoining forests, runs no risk of losing his way. The conditions of travel along these roads is very entertainingly described by Lieutenant Hawes in his recently published book, "In the Uttermost East," a work giving a full account of present-day Saghalien. The favourite means of transport on the island in summer is along the seashore, the sands for the most part being firm and strong, while the principal river running for several hundred miles in a northerly direction forms a valuable highway through the centre of the island. At intervals along these highways are exile settlements, or villages, the homes of those ex-convicts who are condemned to remain in the island. These settlers lead a primitive and precarious existence, supporting themselves purely by farming, and in many cases they are assisted by their wives and families.

What Japan will do with this rich, undeveloped island is an interesting subject for speculation. Beyond primitive coal-mine workings at Duet, a coal-mining station on the east coast, the Russians appear to have done absolutely nothing to extract the minerals of the country. A good deal of private barter goes on with the natives for sable and other furs, which in itself is capable of being developed into a large and profitable industry; the fisheries are most valuable; and finally, the mountain ridge which runs nearly the whole length of the island is clothed from end to end in virgin forest, representing a mine of wealth to a nation such as the Japanese, and hiding from view the riches of the earth, of which, however, little appears to be known. Development is a gradual process, but in the coming years Japan will doubtless go far to recoup herself in the possession of Saghalien for her present enormous outlay. —*Japan Chronicle*.

Mr. M. Ikeda, of Saga, has bought the British steamer *Taglioferro* and another vessel, and renamed them the *Kyushu Maru* and *Changku Maru* respectively.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

THE TART PARTY

IN JAPAN.

[From Our Own Correspondent.]

Shanghai, 26th July, 1905,
2 p.m.

U. S. Secretary of War Taft, with the Congressional Party, arrived at Yokohama yesterday. The visitors were accorded a cordial reception amidst enthusiastic demonstrations.

Mr. Taft was given an audience and will to-day have luncheon, with certain members of his party, with the Emperor.

THE MITSU BISHI YARD AT KOBE.

ARRIVAL OF NEW FLOATING DOCK.

In a few months' time the Mitsu Bishi will have in full working order at Wada Point, Kobe, a new dockyard, equipped for dealing with all branches of ship-repairing work. The fact that new and additional works of this description are to be established is satisfactory evidence of the activity of the shipping trade generally, and particularly of the shipbuilding and repairing trade, of which Kobe has a very large share. The Mitsu Bishi now occupy a tract of land near the extremity of Wada Point, several acres in extent, and here there are at present in course of erection general office buildings and machine shop buildings. Projecting from the land a breakwater pier of solid masonry has been constructed, enclosing a small harbour, in which now lies the new floating dock recently built by the company at Nagasaki and which arrived at Kobe on the 14th instant.

The passage by sea of this big structure was accomplished with great satisfaction to the builders. Before the "vessel" left Nagasaki care was taken to ascertain the weather prospects from the meteorological authorities, and at regular intervals on the voyage round Kyushu those responsible were in communication with the shore so that the dock could put into a safe harbour in case of necessity. Although these precautions were taken the floating dock proved a steady craft at sea, and it is stated that the vessel towing her rolled much more than did the dock itself, which reached Kobe in good condition and was at once moored in its final position within the breakwater. The dock will be ready for work in about a fortnight.

Floating docks are still something of a novelty to the general public. There are not many in existence, and at the present moment the largest ever built is on its way across the Pacific to the Philippines. The appearance of the new Mitsu Bishi structure is difficult to describe in general terms, but technically the dock consists of six huge rectangular pontoons which are bolted together; down the centre of the raft so formed run the wood keel blocks to be seen in an ordinary dry dock; and on either side of the pontoons rise two walls, similar to the sides of an ordinary dock. The foregoing is a skeleton outline of the dock. The walls, to revert again to technicalities, are "stiffened" internally by longitudinal and transverse girders, and a series of braced framing, which give the sides of the dock the strength that is necessary. Each wall is 385 feet long, running from end to end of the dock, and the length over all of the dock is 413 feet, enabling it to accommodate a steamer of 445 feet in length of from five to seven thousand tons. The extreme breadth of the dock is 85 feet; width of entrance between roller fenders 60 feet; and draught of water over 4 feet; keel blocks 22 feet. The depth of water necessary at the dock's moorings to allow of free operation is 35 feet, as the dock will have to be sunk 22 feet above the keel blocks in order to "take on" the largest steamer it is capable of lifting, namely about 7,000 tons. At first it was designed to take 6,000 tons, but the designers, Messrs. Clark and Landfield of London, recommended that its power should be increased and it is now capable of dealing with any Japanese merchant steamer.

The process of docking a steamer takes about two hours. A valve house is erected on one of the walls and by opening the valves of twenty-four watertight compartments the vessel can be made to sink to any depth not exceeding twenty-two feet. When sunk the walls of the dock are only about four feet above water. In this position the steamer to be docked, which is lying "end on," is hauled in over the keel blocks by two 20-ton steel capstans. When in position, the water from the airtight compartments is pumped out by six powerful Allen pumps and the dock with its burden is gradually raised, this process taking about two hours. The pumping machinery occupies only one of the walls; on the opposite side are one or two 20-ton travelling cranes, which will be of service in a variety of ways in docking a steamer. Both walls are connected by a flying gangway which can also be used as a crane. A staff of only seven men, engineers and firemen, is required to work the dock itself, but the operation of docking a steamer requires about a hundred coolies.

The managing engineer of the new yard is Mr. Shioya, who says the dock will be completed and ready for work in about a fortnight. Building operations are in progress all over the yard at present, however, and it will be some months before everything is in working order. —*Japan Chronicle*.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Namsang*) 30th inst.
Australian (*Talyan*) 31st inst.
German (*Prins Sigismund*) 31st inst.
American (*Doris*) 1st prox.
German (*Scharnhorst*) 1st prox.
German (*Prins Bittel Friedrich*) 1st prox.

The Imperial German Mail s.s. *Sachsen* which left here on Thursday, p.m., arrived at Singapore on Tuesday, at 11 p.m.
The C. P. R. Co.'s s.s. *Empress of India* left Vancouver on 24th inst. p.m. on Monday, for Hongkong via the usual ports of call.
The H. A. L. s.s. *Amelia* from Hamburg left Moji for this port on 22nd inst. a.m., and may be expected here on 27th inst. a.m.

TELEGRAMS.

[Ruter's.]

The Approaching Dissolution of Parliament.

LONDON, 24th July.
The papers are full of surmises and conjectures concerning the date of a dissolution, but nothing is known for certain and there is no further development of the crisis.
The Liberal papers vehemently protest against the argument that foreign politics make resignation unavoidable.

Later.

The Government is not resigning.
A debate in the House of Commons unexpectedly terminated in the Government's motion of an adjournment being carried without a division, amid derisive Government laughter and cheers.

The Fourth Test Match.

The fourth test match has commenced. The weather was fine and 20,000 people were present; the wicket was good.
England made 352 for 6 wickets, including Hayward 82, and Jackson not out, 103.

Gubernatorial Appointments.

General Sir Forester Walker has been appointed Governor of Gibraltar and Lord Chelmsford Governor of Queensland.

[N. C. D. News]

PEACE.

The Japanese Plenipotentiary.

Tokio, 21st July.
Baron Komura reached Port Townsend in Puget Sound on the G. N. S. *Minnesota* on the 19th (eleven days from Yokohama), and was quarantined for the afternoon. He was expected at Seattle on Thursday morning.

Tokio, 21st July.
Baron Komura arrived at Seattle on the morning of the 20th inst.

There was a building during the voyage on board the *Minnesota*, which was a grand success.
Baron Komura's welcome at Seattle was most hearty. There were seven hundred Japanese in the crowd, whose joy was beyond description. The Baron was to leave for New York in an express train provided by Mr. Hill.

THE WAR.

The Invasion of Kabafuto.

Tokio, 21st July.
The prisoners who have surrendered to date on Kabafuto number 41, including Colonel Alexavsky and thirteen officers. They are to be sent to Amur, in the north of Nippon.
It is now the rainy season in Kabafuto, with frequent fog, and the waters are high. The temperature in the morning and evening is sometimes below 50°. The dense forests are an obstruction to observation. It is reported that Mauka has been occupied.

Press dispatches state that over two hundred men, including Colonel Avelshesky, who was the Commander of the garrison at Korsakoff, surrendered on the 16th inst., when the Japanese casualties were seventy, including Major Nishikubo killed. The Russians left four officers killed, twelve non-commissioned officers, and over one hundred men.
The Russians north of Vladimirovka are unable to offer any effective resistance, and surrenders continue, chiefly of volunteers.

The Investment of Vladivostok.

Tokio, 21st July.
There has been some increase in the number of Russians north of Korea, and it is predicted that there will shortly be a big battle in the Tumen Valley.

DISOBEDIENT SAILOR GOES TO GAOL.

There was more trouble again on the barque *Lawhill*. As a consequence Captain Jarvis had to place another of his sailors within the law's clutches.

It appears that yesterday morning J. Baynish, able seaman on the *Lawhill*, went to the captain and asked to be allowed to go on shore. Leave was refused, as the man was required on board. Baynish then went forward and returned shortly carrying his bag and going towards the gangway. The captain called him and asked where he was going and was told that he was going away from the ship altogether. The captain ordered him to return to his quarters, put his bag by and turn to again. This Baynish point blank refused to do, saying he was determined to go on shore. In this he was prevented, and the captain was obliged to prosecute him.

In reply to His Worship the captain stated that the ship was not going away until the middle of September.

Defendant had nothing to say in his own defence and was sentenced to three weeks' hard labour and to be put on board his ship at the expiration of his sentence, and warned to behave himself when on board, or he would get into serious trouble.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 26th at 10.55 a. m. A depression has formed off the coast to the South of Swatow. Bad weather will prevail in the S. part of the Formosa Channel.

At 11.55. The barometer has fallen over Formosa and the S. and S.E. coasts of China. Returns from the North are not yet to hand, but yesterday afternoon the deep depression was still lying to the Northward of Wei-hai-wei. Strong winds to gales from W. and S.W. are likely to continue blowing over the China Sea.

Forecast.—Fresh to strong W. winds; squally; thunder showers.

THE AMERICAN BOYCOTT.

AT SHANGHAI.

We take the following from the *N. C. D. News* of the 22nd inst.:—

An interview between Tseng Taotai, Chairman of the committee in charge of matters relating to the American boycott, and U. S. Consul-General Rodgers, took place on Thursday, the 20th instant, a report of which in the shape of a letter from Tseng Taotai appeared in the *S. New York* yesterday morning, a portion of which we translate.

After stating that he had been called on important business to Chiating (Kahding) on the 11th inst., Tseng Taotai said that he received, while there, on the 14th and 15th inst., dispatches respectively from the U. S. Consul-General; Yuan Taotai, of Shanghai; the Optimus, Mr. Chang Chien a d Taotai Sze Tse-ying, head of the Executive Committee of the Silk Guild, all of whom earnestly exhorted him to return at once to Shanghai. Accordingly on the 17th he (Tseng) returned to this port. On both the 18th and the 19th inst. he wrote to the U. S. Consul-General to arrange for an interview, but Mr. Rodgers, owing to being occupied with other important business in the morning and he himself, having engagements in the afternoon, there was no interview until the 20th instant. "Mr. Rodgers asked me," states Tseng Taotai, "whether I had seen his letter to Yuan Taotai, to which I replied in the affirmative. I also stated that I had seen the telegram which Yuan Taotai had sent to Minister Rockhill, in Peking. Mr. Rodgers then asked me whether I remembered our interviews both in this Consulate and at the Chew Gard, in which we had conferred on the question of waiting six months before doing anything more in the matter. To this I replied that I remembered that we gave two months to arrange matters in when you said that you wanted six months. This however we at once refused to do. Mr. Rodgers then said that this was not the time to deal with the matter in hand since the U. S. Congress would not assemble until November next. We replied that circumstances altered cases. As for instance two months ago that day, there was an interview between ourselves. That day was a Sunday, a day in which I never did business, but owing to the great importance of the impending crisis I broke my strict rule of life and attended the meeting. Indeed, I dared not do otherwise than attend at your invitation. Again, for instance, if some Power were to make a descent on the Philippine Islands for the purpose of seizing them, and that at a time when Congress had not yet assembled; would you wait until Congress had assembled to decide matters, or would you not at once send troops and warships to oppose the invaders? Mr. Rodgers replied that this was a case of national danger and was not on a par with arranging a treaty. 'Yes,' I replied, 'an ordinary treaty may wait until Congress has re-assembled, but you can hardly call the present crisis an ordinary one. When our Government proves itself unable to protest, then the people must rise up to do so. Accordingly to the treaty when it expired, the matter should have been taken up before Congress dissolved last year. Why should they have waited until now?'

"Mr. Rodgers—'Our Government has already decided to revise for the better the next treaty. Moreover I received a telegram from our Minister at Peking expressing a wish to settle matters at an early date.' I said that this was very good news, and asked Mr. Rodgers if he would give me a written guarantee that matters would be immediately settled, so that I could show it to every one interested in the crisis. Mr. Rodgers said: 'I cannot conveniently give you such a written document but surely you believe what I tell you?' I replied that of course I had the utmost confidence in the truth of Mr. Rodgers' words but that I was afraid that other people would not believe my words. Mr. Rodgers then asked me to use my influence as a member of the Chinese Chamber of Commerce to persuade our people to be patient and wait for our respective Governments to settle matters. Moreover, that if a change in the ordinary course of things should take place he (Mr. Rodgers) was afraid that unfriendliness between the two countries would follow. I replied that what he said that we should patiently wait for our respective governments to ratify the treaty was perfectly right, but every one had the liberty, and right, to stop purchasing goods of American manufacture, if he or she wished to do so. 'Not only is it impossible for your honourable country to interfere with our liberty in this matter, but even our own Government cannot coerce its people into buying any special goods, if they do not care to do so.' Mr. Rodgers said that the U. S. government was really desirous of revising for the better the treaty; it was only the U. S. Customs officers who were ill-treating Chinese visitors. Finally I said that as there would be a mass meeting in the afternoon at 4 o'clock, I would tell the meeting what the U. S. Consul-General had said, and his wish to settle matters amicably. 'If,' said I, 'my people are willing to postpone matters I will give you a reply within three days. If they should be dissatisfied you must pardon me if I cannot do as you would wish.' We then shook hands, and when we parted it was already 12 o'clock."

The following correspondence appeared in the Shanghai journal of the same day:—
To the Editor of the
"NORTH-CHINA DAILY NEWS."

Sir,—In the present agitation re "The American Exclusion Act" and the boycott upon the part of the Chinese as a peaceful protest, I am of the opinion that the question at issue is not understood by the majority of our readers any more than that it is by the great mass of the American people; otherwise I feel safe in stating, as an American, that they (the American people) would of themselves adopt the necessary measures to do away with the degrading injustice to which Chinese entitled by treaty rights to enter the United States are subjected by the acts of over-zealous Customs officials. The intent of all laws and treaties bearing upon the subject is to protect the American working class by excluding the Chinese coolies,

founded on the basis that the Chinese coolies' habits, customs, and mode of living permit him to offer his labour for wages upon which the American working class could not exist.

Without entering upon a discussion of the right or wrong of the discrimination against one national only instead of a dangerous class of all nationalities, the protest of the Chinese is not against the laws relating to the exclusion of the Chinese coolies, but against the abuses used in the administration of these laws whereby Chinese gentlemen, merchants, students, and others of the class entitled by solemn treaty to enter the country, even including the ladies and children of the families, are submitted to a degrading inquiry, with an eager search for technicalities through which to admit of their being sent back to China, before the gates are opened to them. This subject, with the treaty conditions, the many laws, department rulings, the hold-up of Chinese gentlemen, students, merchants, with detention, and in many cases deportation, is too broad and extensive to admit of taking up in the limited space of your column; but the "present question" can be brought home to every fair-minded reader by taking the case of a passenger steamer arriving at San Francisco with the usual assortment of nationalities of first class passengers, English, French, German, Americans, Indians, Japanese, and several Chinese gentlemen. The usual goodfellowship exists that an ocean voyage will develop upon arrival. Every passenger is free except the Chinese, who must stand aside waiting the pleasure of a Customs official to put him through the "third degree," or searching inquiry. Reverse the conditions, take a "Semite," and let the reader answer, would he or she come to China if their nationality alone was discriminated against, and they degraded before their fellow passengers? and if necessity forced them to come would they not feel that a boycott was a mild protest against such an outrage?

The laws or treaties created to keep out Chinese coolies which in the administration can be stretched to the point of holding up a young lady (the wife of an American officer) for several hours, degrading her in the eyes of her fellow-passengers, subjecting her to a fishing inquiry, and the official records and newspaper articles in the early part of last year will show, are contrary to the sentiments of all true Americans, and I for one—engaged in business here where this boycott may affect seriously—declare the Chinese are right, and express the hope that through this peaceful means may the weak compel the strong to do an act of justice, and may it remove the stain upon the otherwise white escutcheon of the Great American Nation with its principles of liberty, equity, and justice to all, irrespective of race, colour, creed, or nationality.—I am, etc.

IN AMERICAN.

21st July.
Sir,—Taotai Ma and other speakers at the boycott meeting yesterday insist on the rights of Chinese to go anywhere they please. Will these same gentlemen kindly tell us whether they are prepared to recommend the Chinese Government to grant the same rights to foreigners in China? A correspondent referred to this subject recently in your columns but the Chinese are singularly silent on this point.

It is all very well to keep the whole of this Empire a "barred" land as far as respectable foreigners are concerned, and at the same time how because coolies are kept down to limited numbers in the States.

Let the Chinese remember there are some 100,000 of their countrymen in America, while freely coming and going, buying land, trading, mining, and doing generally and freely as citizens of the country in America, while there are only a few thousands of white men in China, and they are cramped up in reservations and debarrued from right of trading, and so on, in the interior.

Your readers await some reference to this point by native orators and agitators.—I am, etc.,

F. P.

PEARY AND THE POLE.

THE "ROOSEVELT" IN WHICH THE ARCTIC EXPLORER HAS SAILED.

The other day a Reuter's telegram informed that Commander Peary had sailed from America in the Arctic ship *Roosevelt*, in an attempt to reach the North Pole via Smith Sound. The *Roosevelt* has been specially constructed for the present task, and it is the opinion in America that it will not be for lack of the finest vessel in the history of Arctic exploration—a boat that long experience and constructive skill have combined to make the most perfect of its kind. She has been built at Portland, Me., and in describing her recently by the *Marine Review* (Cleveland) said:—

"This last Arctic ship is naturally very remarkable in many ways. Physical hardness and a determined spirit to buck against the seemingly insuperable difficulties presented by the icy barriers of the far north are not enough, as past experience has proved, to reach the North Pole. The prime question, even despite the intense cold, is one of provisioning, and successful provisioning demands that supplies be carried to the north to the utmost limit of navigation and in sufficient quantity to last at least two years. To carry so large a mass of stores into and through the many obstructive leagues of dodging ice-floes in a minimum coal-consuming vessel, calls for a craft of peculiar qualities. . . . Finally, the craft must be strong enough to pound, pound, and pound for months at a time against the ice-bound channels, of that inhospitable region. Experience has demonstrated that the sturdy whalers, stout as they are, are not strong enough for this persistent attack; and, to provide for this almost disheartening work, this new ship was especially designed and constructed."

"The model of the hull is rather bluff and lies fairly low in the water, and is suggestive both of strength and capacity. Probably in no part of the world can be found a model or form of hull similar to this vessel, whose mission is to drive into, break down, and force away the ice-floes in front, with a stern so shaped that the overhanging portion will more or less protect the screw when the heavy ice-floes come together against the vessel's quarters. There is no 'tumble-home' of the top sides such as may be found in former Arctic vessels but instead the top side 'flares out' up to the rail, which admits of working a very heavy guard strake."

"The purpose of this guard strake, apart from being a buffer, is to help to lift the vessel out of the water as the ice crushes about her. As can be seen, the ice will press against her sides, and as the vessel offers first resistance, it will rise and catch under the counter or overhang of this guard and bodily raise the vessel. In case the ship, on the other hand, has been frozen in a thick pack of ice and it is desirable to free her, hydraulic jacks are set upon the ice and brought to bear upon the under side of the guard, and these, in turn, will raise the craft, and as she is permitted to settle back, her own weight and her form, acting as a big wedge, will tend to break a

way clear. This is a peculiarly novel arrangement."

"Reference to the midship section and the lines will show the combination in form of the old line 'frigate' form, and the modern ferry-boat bilge, which together gives a body that will admit of the vessel lying over on her side without damage, and also gives what is known in ship parlance as a 'freeing section' from lateral compression of the ice from without. The most important feature of this vessel's form is the bow and 'fore-foot.' This is designed so that when driving into thick ice the vessel will ride upon the ice and break it down, and at the same time keep the broken ice from piling too high as to be an impediment to the next ramming. The 'squeeze' of the ice will tend to lift rather than crush her between the grasp of the gathering pack. The extreme 'ferryboat' form of the midship section will raise her up out of the ice the harder the squeezing becomes."

"The vessel is divided fore and aft into five water-tight compartments, any one of which is of sufficient reserve buoyancy to keep the vessel afloat in case of serious puncture below the water-line."

"All of the spaces below deck can be reached by independent hatches from the main deck, and, with the exception of the lazarette, all holds communicate by means of small water-tight doors in the upper part of the bulkheads, thus affording means of fore and aft communication below the main deck in case it is not practicable or desirable to open the main deck hatches when once the serious work of the expedition has commenced."

"One of the first things that strikes the seafaring man as missing from this remarkable vessel is the water-tanks, which is accounted for by the fact that fresh water can be had in plenty in the polar regions, and for that reason the distilling plant is small, thus saving much valuable space that otherwise would have been consumed by the tanks."

"The ship will take a tremendous pounding from the ice, owing to her extraordinarily heavy bow framing. In her design and construction the aim has been to provide a structure that will take the shock of the impact 'fall over' and not locally at the bow or amidships. This result it has been sought to attain by the very heavy scantling of the main keel, also the main, top, sister and side keelsons. To carry out the idea additional outer keelsons, extending back from the fore-foot, are fitted directly under the foremost step. The writer goes on to say:

"A very interesting feature of this entire framing is the filling between the frames and the timbers; every opening between the timbers, futtocks, and top-timbers, canis, etc., is filled in solid to the plank sheer with a liquid filling. After the plank had been warped and fastened, a liquid filling of awdust and marine glue was poured down in all cavities from the top sides, so that between the inside course of the plank and the ceiling, the frame has been made a solid water-tight structure in itself."

"One is not to marvel at the size of the deck beams, carlings, and four-and-fifties, which would be considered heavy for a vessel whose size of the *Roosevelt*, but when it is considered that at a critical moment, such as being squeezed from both sides at once, just at above, or below the water-line, the life of the ship may depend upon the strength of one or perhaps two of these beams, their looks become unimportant, and crushing strength becomes the factor. It would seem that the designer had succeeded in providing a very strong deck structure."

"The anchor of this vessel are of the stockless type and are arranged to be joused up close into the hawse-pipe, and are handled by a steam winch from the forecastle deck with a small inverted engine located on the under side of the forecastle beams."

"The steering gear of the vessel is a combination of hand and steam gear, arranged so that the vessel can be steered from four different points. In case of break-down at any one of these four points, relief tackle can be rigged up over the quadrant aft of the main deck. In view of the fact that the rudders are quite frequently carried away in the Arctic region, the steering gear arrangements have received deliberate consideration for strength of par s."

"The fore, main, and mizen masts are of single sticks of Oregon pine, the topmast and bowsprit are of yellow pine, the gaffs and spinnaker booms of spruce. . . . The rigging is of galvanized wire rope almost throughout. The lower topmast rigging is served for the entire length. All the standing rigging is set up inside the bulwark with rigging screws, shrouds, stays, and back stays, and laid down over the heads of the masts with eyes."

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling	
London—Bank T.T.	1101
Do. demand	111/6
Do. 4 months' sight	110 13/16
Paris—Bank T.T.	236
America—Bank T.T.	45 1/2
Germany—Bank T.T.	102 1/2
India T.T.	140 1/2
Do. demand	141
Shanghai—Bank T.T.	21
Singapore T.T.	6 1/2
Java—Bank T.T.	92 1/2
Java—Bank T.T.	113 1/2
Buying	
4 months' sight L/C	110 15/16
6 months' sight L/C	111 1/16
30 days' sight San Francisco & New York	46 1/2
1 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/16
1 months' sight France	240 1/2
6 months' sight	242 1/2
1 months' sight Germany	107
Rai Silver	37 3/16
Bank of England rate	21
Sovereign	10 5/8

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	Per picul @ 1,175
" Old	@ 1,250/1,280
" Older	@ 1,300/1,320
" Oldest	@ 1,370
Patna New	Per chest @ 1,095
Beates New	@ 1,054
Patna (Paper)	@ 780/910

To-day's Advertisement.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above Ports, on SATURDAY, the 26th inst., at 3 P.M.

For Freight or Passage, apply to
DAVID SASSON & Co., LIMITED,
Agents.
Hongkong, 26th July, 1905. [765]

To-day's Advertisements.

SPECIAL PROGRAMME.

UNDER THE PATRONAGE AND IN THE PRESENCE OF H.E. THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.
THE EVENT OF THE SEASON.

LAST NIGHT!

TO-NIGHT (WEDNESDAY), 26th July.

SANDOW,

THE PERFECT MAN

and

EXPONENT OF PHYSICAL CULTURE,

and his

GRÆCO-ROMAN ARENA.

SUPPORTED BY HIS PUPILS OF ALL NATIONS.

SANDOW will appear to-night from 9.15 to 10.15 for the benefit of those living out of town.
GRAND WRESTLING COMPETITION, WEDNESDAY EVENING, the 26th, Gold, Silver and Bronze Medals, to Winning Competitors.

Europeans, Chinese, Japanese and Indians have already signified their intention of competing. Amongst others, the well-known Hongkong Athlete, Mr. J. A. S. ALVES, will compete.

Plan at the ROBINSON COMPANY.

Prices \$3, \$2 and \$1.

Doors Open 8 P.M. Overture 9.15 P.M.

A Special Car will run to the Peak to-night 15 minutes after the performance.
Hongkong, 26th July, 1905. [744]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES' ORDINANCE 1865,

AND

IN THE MATTER OF THE SAM YEE COMPANY, LIMITED, IN LIQUIDATION.

NOTICE is hereby given that the Court has adjudged the application of the Underigned for settling the List of Contributors of the above-named Company, and the same will be settled at the Supreme Court House, Victoria, in the Colony of Hongkong, on TUESDAY, the 1st day of August, 1905, at 10.30 o'clock in the forenoon, pursuant to the Companies' Ordinance 1865 and the rules thereunder.

Dated the 25th day of July, 1905.

J. W. LEE JONES,

Official Liquidator.

775]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

"MALTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Alcedonia*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 26th July, 1905. [72]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENEDI."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods delivered after the 1st August will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 8th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th July, 1905. [774]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

FRIDAY,

the 28th July, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDY

HOUSEHOLD FURNITURE,

A LARGE ASSORTMENT OF

ENAMELLED WARE GOODS,

2 BICYCLES and 2 SEWING MACHINES,

AND

About 900 PANAMA HATS in three different qualities.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 26th July, 1905. [771]

Intimations.

THE

ROBINSON PIANO COMPANY, LD.

MAKERS OF

HIGH-CLASS PIANOS.

SPECIALLY BUILT FOR THIS

CLIMATE.

UPON SCIENTIFIC PRINCIPLES,

OF THE

THE TERMS OF PEACE.

VIEWS OF AN EXTREMIST.

[Continued from page 6]

"During a sixteen years' stay in Japan, I caught cold only three times, though I was a constant victim while at home; yet since my return to Japan I have been subject to colds as often as prior to my leaving the country. This is no doubt due to the difference in the construction of dwelling-houses and in the costume. In a sense the Japanese may be said to be a people endowed with the utmost endurance for withstanding the cold, for no European, from whatever cold country he may come, can be expected to live comfortably in a Japanese house in the native style during the winter. The Siberian climate therefore is not unfit for Japanese colonization provided sufficient provision is made against the weather."

The surplus population of Japan should be sent to those colonies where the Japanese manufactured article will find a market. Japan in return will receive a supply of agricultural and marine products from her new colonies to make up the deficiency of her foodstuffs at home. If she develops into a substantial industrial country she can easily maintain double her present population, but the problem that confronts the country is the food question. Unless Japan possesses colonies from which to draw her food supply she will necessarily have to depend on either America or Russia for food, and in case of emergency she will be at the mercy of these nations.

Some people may combat the idea that the demand for Japanese goods in Manchuria is to be regarded in the same light as in Japan proper, and will consequently argue that it would be a mistake to start industries in anticipation of such a market. True Manchuria will not be annexed to Japan, but Japanese troops will not evacuate Manchuria after the restoration of peace for obvious reasons. Consequently, Manchuria will come under Japan's sphere of influence and Japanese business men will have an opportunity for activity there.

For the reasons stated above, concludes Dr. Sengai, it is necessary, if Japan aspires to be a first-class industrial country, to carry out the military occupation of Manchuria in the future and to annex the territory east of Lake Baikal as a condition of peace. If this is done Japan will continue in her commercial and industrial expansion; but if otherwise, she will have to shut herself up in her island empire and become economically the slave of America or Russia. And therefore the present war is worth fighting however Japan may be called to make heavy sacrifices in men and money in order to attain the end here outlined.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

COLONIAL AUTHORITIES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH":
DEAR SIR,—May I encroach on your space with the following:—

The necessity of making known, and finding a market for, the writings of Colonial authorities in the Home Country is one of the chief objects of the Lyceum Club, which has for its aim the bringing together of all the intellectual and artistic works of the world. So much good work has been done in the quarters of the Club, 128 Piccadilly, London, England, that it has been decided to publish volumes of work contributed entirely by Colonial members, Australia, Africa, Canada, India and New Zealand each being represented by a volume or volumes, according to the quality of work. Mrs. Alfred Lyttelton, wife of the Colonial Secretary, is deeply interested in the scheme, and many prominent English writers, including Thomas Hardy, Robert Hardy, Mrs. Flora Annie Steel, etc., have promised to judge the work sent in.

There are no restrictions as to the length or nature of the literary work—short stories, sketches, poems, and even novels being acceptable, but owing to the enormous quantity anticipated, only work of real merit should be sent. All MSS. must be type-written and written on one side of paper only. The authors will be well remunerated on a royalty basis, and the greatest interest in the forthcoming books is being manifested.

The last day for sending in will be till Jan. 31, 1906, so that colonial writers will have full time to send in full particulars to Miss Constance Smedley, Lyceum Club, 128 Piccadilly, London, England.

Known and unknown writers are invited to compete in the representation of their Colonies. The Lyceum Club is also instituting a literary International Competition for the works of women composers. The musical compositions which must be unpublished and which must not have been publicly performed, will be judged by a magnificent International Jury of the world's greatest musicians. The jury is being organized from the principal music-centres of the world, and the time fixed for sending in is not until May 1st, 1906, so that composers in all parts of the world may have due chance. Orchestral and choral compositions, vocal and instrumental music will all be suitable. All music must be sent to Miss Constance Smedley, Lyceum Club, 128 Piccadilly, London, England.

The successful compositions will be performed at a series of concerts in the first West-End Hall in London, as well as in Paris and Berlin, interpreted by the finest artists—so that unknown musicians or composers condemned to the incessant turning out of pot-boilers, may wake to find themselves famous not only in London but throughout Europe!

In all these competitions, the Lyceum Club has determined to raise the standard of woman's work, and by the severity of their tests, and the great recognition awarded to the work which withstands these tests, to encourage women in the pursuit of the highest ideals. Some of the world's greatest artists, artists and musicians, men and women alike, have given their practical support and help to the Lyceum Club in this great object, and these names include those of Sir Lawrence Alma-Tadema, R.A., John Lavery, John Swan, R.A., L. Raven-Hill, David Murray, R.A., Byam Shaw, George Clausen, A.R.A.—Among the artists who judge the Lyceum Art Exhibitions. Either Palliser, Mark Hambourg, Blanche Marchesi, Percy Grainger, Kreisler, Fanny Davies, Susan Strong, are among the musicians who play at the Lyceum Club and are helping in its musical aspirations. The Lyceum Club, 128 Piccadilly, London, England, is the weekly house-dinner at the magnificent Lyceum Club, and who have in public speech and word expressed their deep sympathy with the objects of the Club.—Yours very truly,
CONSTANCE SMEDLEY,
Lyceum Club, 128 July.

PALACES OF THREE GREAT RULERS.

No monarch in the world excels the Czar of Russia in the splendour of his palaces. Tsarskoe-Selo, near St. Petersburg, where the Emperor has been staying recently, has a park around it which is eighteen miles in circumference. One room of the palace has walls of lapis lazuli and a floor of ebony inlaid with mother of pearl. Another has walls of amber curiously carved, and the walls of a third are laid thick with gold.

In the throne-room of the palace of the Shah of Persia there is a carpet so thickly sown with pearls that the texture of the cloth can hardly be seen. Next to it is the throne of carved wood, studded with jewels valued at \$50,000.

Near the throne stands a huge silver vase set with pearls and turquoise, but, strange to say, alongside of it stands a cheap European painted urn, such as can be bought anywhere for a dollar.

The Shah has curious ideas about the value of things, and on the walls of one room a painting by one of the old masters hangs side by side with a gaudy poster advertising a dealer in fish hooks.

And everywhere about the palace are cats. The Shah has a specimen of every kind of cat of which he has ever heard, and there is hardly a country that is not represented in the feline army which it is the pleasure of the Persian ruler to maintain.

To take care of this assemblage of cats there is a corps of well paid officials. The palace of the Emperor of Abyssinia is a large building, built like a Swiss chalet, with a red tiled roof and whitewashed walls. It is a very ordinary affair, and is surrounded by huts and other inferior buildings. There is nothing splendid about the palace or its furnishings, and, indeed, it would be considered as quite lacking in everything except size as a residence for an American of moderate means.

But it is the palace of an Emperor, nevertheless, and of a powerful one.

Shipping.

ARRIVALS.
Cheong Chew, Br. s.s., 1,313, E. Edwards, 25th July, Singapore 19th July, Gen.—Chinese.

Helm, Nor. s.s., 757, A. Eriksen, 25th July, Bangkok 17th July, Rice—Yuen Fat Hong.

Daljin Maru, Jap. s.s., 900, H. Ohta, 25th July, Amoy 23rd July, and Swatow 24th July, Gen.—O. S. K.

Athenian, Br. s.s., 2,440, S. Robinson, R.N.R., 26th July, Vancouver, B.C., 26th June, and Shanghai 23rd July, Flour and Gen.—C. P. R. Co.

E-Sang, Br. s.s., 1,127, S. J. Payne, 26th July, Canton 25th July, Gen.—J. M. & Co.

Brand, Nor. s.s., 1,517, J. Johansen, 26th July, Canton 25th July, Gen.—Order.

Kowloon, Gen. s.s., 2,318, H. Stehr, 26th July, Canton 26th July, Gen.—S. & Co.

Malta, Br. s.s., 3,900, R. A. Peters, 26th July, Bombay 17th July, and Singapore 21st July, Gen.—P. & O. S. N. Co.

Clearances at the Harbour Office.
Childar, for Samarang.
Paklat, for Swatow.
Eiang, for Swatow.

DEPARTURES.
July 26.
Promiss, for Swatow.
Achilles, for Shanghai.
Amigo, for Haiphong.

Passengers arrived.
Per Cheongchew, from Singapore—152 Chinese.

Per Athenian, from Vancouver—Dr. and Mrs. L. Keem, and Dr. Chadwick Kew. From Yokohama—Messrs. L. C. Rees and T. Nue-medea. From Kobe—Messrs. Ivoko and Tang Shin Win. From Nagasaki—Capt. Bomson, Paoli, Carlotte, Castaldi, Anissa and Blazy. From Shanghai—Mr. and Mrs. H. Van Uhm, and 42 Chinese.

Per Rubi, from Manila—Mr. and Mrs. C. A. Griscum, Mr. Howard Wood, Misses Rachel Wood, Marion Wood, Messrs. E. Voelckers, E. V. Platt, Mrs. E. Rees, Messrs. C. M. Nygard, H. H. Rees, E. H. Rees, Samuel McCurdy, W. D. Clark, J. H. Goble, Wm. Muhme, Miss Shika, Messrs. R. G. Elliott, N. N. de Lange, I. Shimoto, F. Dionisio, and 16 Chinese.

Passengers departed.
Per Prinz Waldemar, for Friedrich Wilhelmshafen—Messrs. G. Mahler, H. Reese, A. Puff, T. Averborg, H. Buschoff, W. Schenferberger, P. Hennecke, C. Petri, B. Steime, Sisters C. Frings, E. Wirts, D. Simons, W. Neck, L. Lindung, C. Weber, P. Schmitz and V. Steinkiller. For Herberstshöhe—6 Chinese. For Matupi—Mr. J. Hama, Mrs. H. Omume, Miss O. Omatsu, and 7 Chinese. For Sydney—Dr. Peet, Lieut. E. Rogers, Mr. F. van Coot, Mrs. J. Williams and 2 children.

Shipping Report.
Str. Heim from Bangkok—Wily and SWly wind, strong breeze, with heavy squalls.

Str. Cheong Chew from Singapore—Strong SW. monsoon and sea, from Padaran into port.

Vessels in Port.
STRANGLERS.
Aldershot, Br. s.s., 1,354, Adam, 5th July, Canton 5th July, Gen.—D. & Co. Ltd.

Benedict, Br. s.s., 3,508, Potter, 25th July, London via Port 10th July, Gen.—G. & Co.

Borneo, Ger. s.s., 1,344, F. Sembill, 21st July, Sandakan 19th July, Timber—M. & Co.

Catherine Apar, Br. s.s., 1,730, A. Stewart, 24th July, Singapore 18th July, Gen.—D. S. & Co. Ltd.

China, Am. s.s., 3,186, D. E. Friele, 19th July, San Francisco 17th June, and Manila 17th July, Mail and Gen.—P. M. S. S. Co.

Empress of China, Br. s.s., 3,046, R. Archibald, R.N.R., 25th July, Vancouver, B.C., 3rd July, and Shanghai 22nd, Mail and Gen.—C. P. R. Co.

Hanoi, Fr. s.s., 738, P. N. Merlees, 24th July, Haiphong 17th July, and Hoihow 23rd, Pige and Gen.—A. R. M.

Hobensollen, Ger. s.s., 6,660, O. Kraef, 20th July, from Genoa, Ballast—M. & Co.

Kampot, Fr. s.s., 412, Le Bail, 24th July, Kwanchoowan and Macao 23rd July, Gen.—Man Fat.

Kenington, Br. s.s., 2,247, Dower, 22nd July, Salina Cruz 19th July, Ballast—C. S. S.

Lacerte, Br. s.s., 1,341, J. B. Jackson, 20th July, Saigon 16th July, Mail and Gen.—Chinese.

Lisa, Swed. s.s., 1,577, H. Horn Dahl, 21st July, Kobe 17th July, Gen.—Shun Tai S. N. Co.

Loongang, Br. s.s., 1,001, G. S. Weigall, 24th July, Manila 21st July, Gen.—J. M. & Co.

Loosol, Ger. s.s., 1,010, G. Scholzen, 22nd July, Bangkok 14th July, Rice—B. & S. Magallanes, Am. s.s., A. Vrebal, 18th July, Manila 6th July, Sugar—Order.

Mausang, Br. s.s., 1,644, R. Houghton, 21st July, Sandakan 16th July, Timber and Gen.—J. M. & Co.

Mercedes, Br. s.s., 3,300, McGregor, 14th July, Weihaiwei 9th July, Ballast—Order.

Netherton, Br. s.s., 2,755, J. Simpson, 19th July, Sydney 26th June, Coal—A. K. & Co.

Rubi, Br. s.s., 1,619, A. H. Nottley, 25th July, Manila 21st July, Gen.—S. T. & Co.

Telemachus, Br. s.s., 4,802, J. H. Goodwin, 23rd July, Tacoma, U.S.A. via Japan 3rd June, Gen.—B. & S.

Vanilla, Ger. s.s., 4,170, H. Haus, 25th July, Singapore 18th July, Gen.—H. A. L.

Wongkol, Ger. s.s., 1,170, W. Reher, 21st July, Bangkok via Swatow 20th July, Rice and Gen.—B. & S.

MAILS FOR CANTON, SAMAHU, WUCHOW AND MACAO will be closed on week days at 7.30 every morning. On Sundays the mail for Canton will be closed at 8 a.m., and that for Samahu, Sanhu, Kungmoon, Kumbuk, Samahu, Wuchow, and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m. No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Baker, A. S. Matadaira, I.
Bingham, Mr. & Mrs. Melike, Mr. and Mrs. E. and child.
Birbeck, R. J. Marleer, Mrs.
Biswell, W. S. Millard, T. F.
Bisney, S. Miller, P. L.
Blair, D. K. Mills, S. R.
Bonner, E. A. Moon, Mr. & Mrs. F. M.
Brighton, F. G. Moore, Dr. W. B. A.
Broughall, L. Morrison, Mrs.
Bunner, Mr. and Mrs. Murray, E. H.
W. C. Murray, P. C.
Carter, W. L. Nagatomi, Y. K.
Chambers, Mr. & Mrs. Newington, A. G.
H. K. Offord, Mrs. Patey E.
Clark, Hon. Dr. Francis Offord, O. C.
Clark, Mr. and Mrs. A. Packer, H. L.
R. G. Pan, Mr. F. N. Le
Clark, T. Parli, W.
Clegg, R. M., Eng. Li. Perkins, Mr. and Mrs.
and Mrs. H. I. T. L.
Cunningham, G. Platt, E. A.
Davies, F. O. Radersma, D.
Deacon, F. B. Roach, Mrs. J. S. and
Delacour, Mr. and Mrs. child.
Doolittle, F. H. Roberts, Mrs. E.
Douglas, Capt. & Mrs. I. Rochet, L.
Downing, Mr. T. C. Rosenthal, S.
Fletcher, H. Scott, A. O.
Glover, C. Seebrenkew, S. A.
Grant, A. J. Skinn, A. J.
Griscom, valet and Skott, C.
Japanese maid Sweeney, E. A.
Greene, Dr. F. Stawley, H. H.
Hall, Capt. T. Stein, A. L.
Haines, C. V. Stewart, W. M.
Harding, R. Strachan, Miss Q.
Hale, H. I. Taylor, E. A.
Hilop, R. C. Thompson, M. L.
Hurst, R. W., Engineer. Thornbown, J.
Capt. Trimmell, W. D.
Imes, Capt. R. Ulm, Mr. and Mrs. H.
Kemp, H. H. Van
Kerr, F. Unbehaun, C. H.
Laird, A. H. Vickers, R. C.
Large, H. J. C. Watkins, Miss E.
Lewis, A. R. Whitlow, A. W.
Lewis, L. S. Windsor, J. B.
Luckie, A. R. Wood, Miss R. B.
Luttridgins, H. Wood, H.
Macdonald, D. Wood, M. B.
Marriott, Dr. O. Wright, Mr. and Mrs.
Matsda, K.

SAILING VESSELS.
Kenilworth, Am. ship, 2,76, Colley, 22nd July, from Manila, Ballast—Master.

Steamers Expected.

Vessels	From	Agents	Due
Ambria	Moji	H. A. L.	July 27
Rhenania	Singapore	H. A. L.	July 28
Tijpanas	Moji	J. C. J. L.	July 29
Namsang	Singapore	J. M. & Co.	July 30
Bogor	Macassar	J. C. J. L.	July 30
Taiyuan	Japan	B. & S.	July 31
P. Sigismund	Sydney	M. & Co.	July 31
Doric	Japan	O. & O. Co.	Aug. 1
Scharhorst	Japan	M. & Co.	Aug. 1
P. E. Friedrich	Colonbo	M. & Co.	Aug. 1
Arabia	Japan	P. & A. Co.	Aug. 2
Emp. of India	Vancouver	C. P. R. Co.	Aug. 14
Ras Dara	New York	S. T. & Co.	Aug. 14
Aragonia	Portland	P. & A. Co.	Aug. 22

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Magallanes	at Kowloon Dock		
Humber	"	"	"
Progress	"	"	"
H.M.S. Janus	"	"	"
Poscham	"	"	"
Kenilworth	"	"	"

Ships Passed The Canal.

Outward—14th June—Den of Crombie, 17th June—Liberia, Grafen, Patroclus, Verdande, Keumun, Fengtien, 21st June—Southgrove, 24th June—Malacca, 24th June—Wittkind, Agincourt, 4th July—Oceano, Bornexchange, Atholl, Rhenania, Stuttgart, Pyrrhus, Korana, 7th July—Merionethshire, Antenor, Macdonald, Candia, Glenroy, 12th July—Prins Eilid Friedrich, 14th July—Armand Behle, Orestis, Indramba, Orpack, Ulysses, 19th July—Boris, Bengles, Freya, Pechanika.

Homeward—14th July—Kintuck, Zieten, 19th July—Banta.

Arrivals at Home—14th June—Kulsow, 17th June—Academica, 21st June—Zemkai, Armitage, 27th June—Jaxon, 28th June—Schuyler, Trieste, Erskine, Slavonia, 4th July—Room, Nazoula, 7th July—Louthier Castle, 12th July—Lauris, Benvenia, Tydew, Dardanus, Dioned, 14th July—Bayern, Hudson, Bantler, Polyneite, 19th July—Segovia, Indragani, 25th July—Ceylon, Dancalion, Preuten, Sakaki, Svevia, Abergeldie, Whampoa, Faldelon Hall, Socotra, Poona.

Post Office.

A Fall will close for:

Bangkok—Per Wongkol, 27th July, 9 A.M.
Macao—Per Heungshan, 27th July, 1.15 P.M.
Swatow, Chefoo and Tientsin—Per Eiang, 27th July, 2 P.M.
Shanghai—Per Elger, 27th July, 3 P.M.
Swatow, Amoy and Foochow—Per Emma Luyken, 27th July, 5 P.M.
Haiphong—Per Hanoi, 28th July, 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China, 28th July, 11 A.M.
Swatow, Weihaiwei, Chefoo and Tientsin—Per Kanai, 28th July, 11 A.M.
Macao—Per Heungshan, 28th July, 1.15 P.M.
Shanghai—Per Kowloon, 28th July, 3 P.M.
Kudat and Sandakan—Per Borneo, 29th July, 8 A.M.
Manila—Per Rubi, 29th July, 10 A.M.
Europe & India, via Turicoin 1-Chusan, 29th July, 11 A.M.
Macao—Per Heungshan, 29th July, 1.15 P.M.
Ningpo and Shanghai—Per Tientsin, 29th July, 5 P.M.
Macao—Per Heungshan, 31st July, 1.15 P.M.
Amoy, Straits and Rangoon—Per Zaida, 31st July, 5 P.M.
Manila—Per Taming, 1st Aug., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and Vancouver, P.C.—Per Empress of China, 2nd Aug., 10 A.M.
Batavia, Samarang, Sourabaya and Macassar—Per Zifanias, 2nd Aug., 10 A.M.
Europe, & India, via Turicoin 1-Scharnhorst, 2nd Aug., 11 A.M.
Singapore, Sourabaya and Samarang—Per Hopang, 2nd Aug., 3 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Taiyuan, 2nd Aug., 3 P.M.
Cebu and Iloilo—Per Sungkiang, 2nd Aug., 3 P.M.
Sandakan—Per Mausang, 3rd Aug., 2 P.M.
Kudat and Sandakan—Per Mausang, 3rd Aug., 2 P.M.
Shanghai, Moji, Kobe and Yokohama—Per Rogor, 4th Aug., 11 A.M.
Manila—Per Zafiro, 5th Aug., 11 A.M.
Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per Tremonti, 8th Aug., 11 A.M.
Singapore, Penang and Calcutta—Per Namtane, 8th Aug., 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Alkantha, 9th Aug., 11 A.M.
Frederick, Wilhelmshafen, Herberstshöhe, Matupi, Brisbane, Sydney and Melbourne—Per Eryia Sigismund, 22nd Aug., 11 A.M.

On and after 5th July, 1905, the rate of postage on letters from Hongkong and the British Postal Agencies in China to Australia will be at the rate for 4 cents for each half ounce instead of 10 cents as at present.

The rate of postage on letters from Australia to Hongkong and the British Postal Agencies in China will be reduced from 2d. to 1d. for each half ounce.

MAILS FOR CANTON, SAMAHU, WUCHOW AND MACAO will be closed on week days at 7.30 every morning. On Sundays the mail for Canton will be closed at 8 a.m., and that for Samahu, Sanhu, Kungmoon, Kumbuk, Samahu, Wuchow, and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m. No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Baker, A. S. Matadaira, I.
Bingham, Mr. & Mrs. Melike, Mr. and Mrs. E. and child.
Birbeck, R. J. Marleer, Mrs.
Biswell, W. S. Millard, T. F.
Bisney, S. Miller, P. L.
Blair, D. K. Mills, S. R.
Bonner, E. A. Moon, Mr. & Mrs. F. M.
Brighton, F. G. Moore, Dr. W. B. A.
Broughall, L. Morrison, Mrs.
Bunner, Mr. and Mrs. Murray, E. H.
W. C. Murray, P. C.
Carter, W. L. Nagatomi, Y. K.
Chambers, Mr. & Mrs. Newington, A. G.
H. K. Offord, Mrs. Patey E.
Clark, Hon. Dr. Francis Offord, O. C.
Clark, Mr. and Mrs. A. Packer, H. L.
R. G. Pan, Mr. F. N. Le
Clark, T. Parli, W.
Clegg, R. M., Eng. Li. Perkins, Mr. and Mrs.
and Mrs. H. I. T. L.
Cunningham, G. Platt, E. A.
Davies, F. O. Radersma, D.
Deacon, F. B. Roach, Mrs. J. S. and
Delacour, Mr. and Mrs. child.
Doolittle, F. H. Roberts, Mrs. E.
Douglas, Capt. & Mrs. I. Rochet, L.
Downing, Mr. T. C. Rosenthal, S.
Fletcher, H. Scott, A. O.
Glover, C. Seebrenkew, S. A.
Grant, A. J. Skinn, A. J.
Griscom, valet and Skott, C.
Japanese maid Sweeney, E. A.
Greene, Dr. F. Stawley, H. H.
Hall, Capt. T. Stein, A. L.
Haines, C. V. Stewart, W. M.
Harding, R. Strachan, Miss Q.
Hale, H. I. Taylor, E. A.
Hilop, R. C. Thompson, M. L.
Hurst, R. W., Engineer. Thornbown, J.
Capt. Trimmell, W. D.
Imes, Capt. R. Ulm, Mr. and Mrs. H.
Kemp, H. H. Van
Kerr, F. Unbehaun, C. H.
Laird, A. H. Vickers, R. C.
Large, H. J. C. Watkins, Miss E.
Lewis, A. R. Whitlow, A. W.
Lewis, L. S. Windsor, J. B.
Luckie, A. R. Wood, Miss R. B.
Luttridgins, H. Wood, H.
Macdonald, D. Wood, M. B.
Marriott, Dr. O. Wright, Mr. and Mrs.
Matsda, K.

SAILING VESSELS.
Kenilworth, Am. ship, 2,76, Colley, 22nd July, from Manila, Ballast—Master.

Steamers Expected.

Vessels	From	Agents	Due
Ambria	Moji	H. A. L.	July 27
Rhenania	Singapore	H. A. L.	July 28
Tijpanas	Moji	J. C. J. L.	July 29
Namsang	Singapore	J. M. & Co.	July 30
Bogor	Macassar	J. C. J. L.	July 30
Taiyuan	Japan	B. & S.	July 31
P. Sigismund	Sydney	M. & Co.	July 31
Doric	Japan	O. & O. Co.	Aug. 1
Scharhorst	Japan	M. & Co.	Aug. 1
P. E. Friedrich	Colonbo	M. & Co.	Aug. 1
Arabia	Japan	P. & A. Co.	Aug. 2
Emp. of India	Vancouver	C. P. R. Co.	Aug. 14
Ras Dara	New York	S. T. & Co.	Aug. 14
Aragonia	Portland	P. & A. Co.	Aug. 22

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Magallanes	at Kowloon Dock		
Humber	"	"	"
Progress	"	"	"
H.M.S. Janus	"	"	"
Poscham	"	"	"
Kenilworth	"	"	"

Ships Passed The Canal.

Outward—14th June—Den of Crombie, 17th June—Liberia, Grafen, Patroclus, Verdande, Keumun, Fengtien, 21st June—Southgrove, 24th June—Malacca, 24th June—Wittkind, Agincourt, 4th July—Oceano, Bornexchange, Atholl, Rhenania, Stuttgart, Pyrrhus, Korana, 7th July—Merionethshire, Antenor, Macdonald, Candia, Glenroy, 12th July—Prins Eilid Friedrich, 14th July—Armand Behle, Orestis, Indramba, Orpack, Ulysses, 19th July—Boris, Bengles, Freya, Pechanika.

Homeward—14th July—Kintuck, Zieten, 19th July—Banta.

Arrivals at Home—14th June—Kulsow, 17th June—Academica, 21st June—Zemkai, Armitage, 27th June—Jaxon, 28th June—Schuyler, Trieste, Erskine, Slavonia, 4th July—Room, Nazoula, 7th July—Louthier Castle, 12th July—Lauris, Benvenia, Tydew, Dardanus, Dioned, 14th July—Bayern, Hudson, Bantler, Polyneite,

Mails.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN AND SOUTH AFRICAN PORTS.)
THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 29th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *China*, 7,911 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Perla*,
due in London on the 10th September.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 15th July, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN,"

Captain A. Charbonnel, will be despatched
for MARSEILLES on TUESDAY, the 8th
August, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *SYDNEY*.....22nd August.

S.S. *ARMAND BELLEC*.....5th September.

S.S. *ERNEST SIMONS*.....19th September.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Tremont</i>	9,600	T. W. Garlick.	At Aug. 8
<i>Hyades</i>	3,753	Geo. Wright.	" " Aug. 10
<i>Lynx</i>	4,417	G. V. Williams	" " Sept. 15
<i>Pelides</i>	3,753	F. G. Purinton	" " "
<i>Shawmut</i>	9,600	E. V. Roberts	" " "

Steamer marked (*) have no second-class
passenger accommodation.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings,
Hongkong, 21st July, 1905.

To Let.

TO LET.

NOS. 17 and 29, WONG-NEI-CHONG
ROAD.
A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.
No. 1, RIFON TERRACE.
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 25th July, 1905.

TO LET.

NOS. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th July, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.
"FOREST LODGE," Caine Road.
Apply to—
H. N. MODY.
Hongkong, 4th May, 1905.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CEN-
TRAL.
First Floor, No. 12, QUEEN'S ROAD,
CENTRAL.
Second Floor, Nos. 12 and 14, QUEEN'S
ROAD, CENTRAL.
Apply to—
S. HUSNEY,
Hongkong Hotel.
Hongkong, 8th June, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.
Rents very moderate.
Apply to—
H. RUTTONJEE,
No. 5, D'Almeida Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 dos. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

General Managers,
SHEWAN, TOMES & Co.,

Hongkong, 7th March, 1905.

FOR SALE.

INCANDESCENT,
Gasoline,
Lamps of all
descriptions
from the best
makers.

Incandescent
Lamps, &c.,
Chimneys,
Globes, Shades,
&c., for
Gasoline and
Gas Lamps
at the most
moderate
prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

For further information, apply to

TAT KWONG CO.

56, Lyndhurst Terrace

Hongkong, 16th November, 1904.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK REQUIRES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16—\$2.546 for second half-year 1904	5 %	\$915 (London £90 \$38 buyers)
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739,395	\$150,494	\$17 for 1903	5 1/2 %	\$325 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$571,902 \$52,666 \$371,445	Nil.	\$44 for year ended 30.4.1904	6 1/2 %	\$73 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim 6/1 7/16 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$2,000,000 \$377,749 \$893,110 \$846,773 \$700,000 \$37,704 \$1,000,000 \$218,093 \$2,241	\$2,078,997	\$35 for 1903	5 %	\$725
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$37,704 \$1,000,000 \$218,093 \$2,241	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$1721
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$85 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$37,704 \$1,000,000 \$218,093 \$2,241	\$360,372	\$34 for 1903	11 1/2 %	\$305
SHIPPING, TUG AND CARGO BOATS.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$8,832	\$1 for 1904	5 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35
Hongkong, Canton & Manilla Steamship Co., Ltd.	80,000	\$15	\$15	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$261
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$44,435	12/- @ 1/10 = \$6.25 for 1904	6 1/2 %	\$93 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 \$2,000,000 \$40,000 \$4,116 \$5,000 \$24,257 \$400,000 \$21,075 \$130,153 Tls. 126,679	Tls. 43,762	Tls. 24 final making Tls. 44 for 1904 Tls. 11 final making Tls. 31 for 1904 Interim of 1/- (Coupon No. 5) for 1904	7 1/2 % 7 1/2 % 4 1/2 %	Tls. 60 buyers Tls. 50 sellers 21/- sellers
Do. (Preference)	100,000	£1	£1	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$58,852	\$1.80 for year ending 30.4.1905	5 1/2 %	\$34 sellers \$20 sellers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$21,231	\$10 for 1904	7 %	\$142
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$21,231	\$10 for 1904	7 %	\$142
Straits Steamship Company, Limited	5,000	\$100	\$100	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	11 1/2 %	Tls. 28 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$24,812	Final of \$15 making \$20 for 1904	9 1/2 %	\$215 buyers \$20 sellers
REFINERIES.								
China Sugar Refining Company, Limited	7,000	\$100	\$100	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Dr. \$85,087	\$3 for 1897	5 1/2 %	Tls. 68 sales
Luzon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Tls. 1,635	Tls. 24 for year ending 30.9.04	5 1/2 %	Tls. 68 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Dr. \$7,820	Interim of 1/1 (No. 4)	13 %	Tls. 71
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Dr. \$4,023	Interim of 50 cents (gold) for 1905 (No. 5).	6 %	G. \$17 ex div.
Oriental Consolidated Mining Company, Limited	150,000	£1	£1	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Dr. \$4,023	No. 12 of 1/- = 48 cents	...	\$5
Paoh Australian Gold Mining Company, Limited	50,000	£1	£1	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Dr. \$4,023	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$470
DOCKS, WHARVES & GODOWNS.								
Facile Francaise des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Tls. 34,024	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 140
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$8,577	\$3.75 for 1904	14 %	\$27
Fenwick (Gen.) & Co., Limited	12,000	\$25	\$25	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$29,422	Interim of \$24 for 1905	5 1/2 %	\$591 ex div.
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$49,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	7 1/2 %	\$197 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	5 1/2 %	\$270 sellers
Howarth Franks, Limited	17,000	\$100	\$100	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$4,936	\$14 for 1903	7 %	\$250 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$4,936	\$10 div. and \$21 bonus for 1903	8 1/2 %	\$1114
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Tls. 487,812	\$7 dividend	...	Tls. 1924 sellers
Do. (Preference)	2,750	\$100	\$100	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 1924 sellers
Shanghai and Hongkew Wharf Company	33,000	Tls. 100	Tls. 100	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Tls. 2,762	\$10 for 2nd half year making \$1.80 for 1904	6 1/2 %	Tls. 190 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Tls. 17,500	None	...	Tls. 122 ex div.
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	None	Interim of Tls. 3 for 1905	12 %	Tls. 45 ex div.
LANDS, HOTELS & BUILDING.								
Asiatic House Hotel, Limited (Shanghai)	30,000	\$25	\$25	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Tls. 34,000	Final of Tls. 3 making Tls. 9	6 1/2 %	Tls. 1274 buyers
Asiatic House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	Tls. 8,000	Final of 60 cents making \$1.80 for 1904	10 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$12	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$1,502	None	...	\$100
Do. (Founders)	123	\$15	\$12	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$20,000	Preferential of 7 per cent for 1904	7 %	\$74 sales
Do. (New Issue)	24,000	\$15	\$12	\$5,000 \$18,000 \$85,419 \$250,000 \$600,000 \$158,444 \$1,000,000 \$241,150 \$3,999	\$20,000	Preferential of 7 per cent for 1904	7 %	\$74 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$100,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$142 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000 \$100,000	\$37,825	Final of \$6 making \$12 for 1904	...	\$120 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,980	Tls. 7,202	Tls. 31 for the year ending 31.3.1905	14 1/2 %	Tls. 174
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$50,000 \$100,000	First year	Interim of \$4	...	\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$11,958	90 cents for 1904	7 %	\$124
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,056	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122 ex div.
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Interim of Tls. 3 for 1905	12 %	Tls. 45 ex div.
Tientsin Land Investment Company, Limited	7,226	Tls. 100	Tls. 100	Tls. 67,300	Tls. 795	Final of Tls. 4 making Tls. 7 for 1904	6 %	Tls. 1274 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	15,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	6 %	\$53
COTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	8 %	Tls. 50 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$164 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 45 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 56 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 200 buyers
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	none	Dr. P. 2,584	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	175,500	\$10	\$10	none	Tls. 1,091	First year	...	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£770	First year	...	\$118 sales
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£314	£1,182	1/3 per share for 1904	12 %	\$64 ex d. buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$5 for 1904	8 1/2 %	\$11
China-Borneo Company, Limited	60,000	\$12	\$12	none	Tls. 718	Interim of Tls. 5 for 1905	8 1/2 %	Tls. 75 ex div.
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	none	Tls. 3,739	None	...	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$84 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	none	\$2,706	\$14 for year ending 31.7.1903	7 1/2 %	\$100 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$112,500 \$100,000 \$100,000 \$186,000	\$95,054	\$5 div. and \$21 bonus for 1903	7 1/2 %	\$261
Fraser and Neave, Limited	4,500	\$50	\$50	\$100,000 \$100,000 \$100,000 \$25,394 £3,000	\$7,551	\$1 for 1904	7 1/2 %	\$27 sales
Green Island Cement Company, Limited	150,000	\$10	\$10	\$100,000 \$100,000 \$100,000 \$25,394 £3,000	\$7,551	Final of \$14 making \$24	9 1/2 %	\$170 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$100,000 \$100,000 \$100,000 \$25,394 £3,000	\$7,551	£1 div. and 2/- bonus for 1904	7 %	\$170 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	\$100,000 \$100,000 \$100,000 \$25,394 £3,000	\$2,151	\$1.00 for year ending 30.4.1905	6 1/2 %	\$16 ex div.
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,705	50 cents for 1904	5 1/2 %	\$10 ex div.
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000 \$50,000 \$50,000 \$11,137 \$299	\$5,356	\$15 for year ending 30.11.1904	7 %	\$212 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$50,000 \$50,000 \$50,000 \$11,137 \$299	\$11,137	Final of \$13 making \$17 for 1904	7 %	\$242 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000 \$50,000 \$50,000 \$11,137 \$299	\$299	\$10 for 1904	7 %	\$152 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000 \$25,000 \$25,000 \$11,137 \$299	\$3,400	Interim of 50 cents 30.6.04	12 1/2 %	\$15
Kate Brothers, Limited	10,000	\$100	\$100	\$475,000 \$475,000 \$475,000 \$11,137 \$299	\$21,582	Interim of \$5	6 %	\$135 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	Tls. 35,849	\$8 for 1904	7 1/2 %	\$135 buyers
Maatschappij tot Mijn. Bosch-en L. d'bouw- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	2nd quarterly Tls. 5, paid 15.6.05 mak- ing 40 Tls. 121 for 1905	19 %	Tls. 190 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	Dr. Tls. 117,638	\$2 for year ended 31.10.1904	9 %	\$23
Mendon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	\$832	Tls. 5 for 1902	...	Tls. 29
Moutrie (S.) & Company, Limited	4,000	\$50	\$50	\$5,000 \$5,000	\$5,337	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.								